2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 118

City of Lynchburg

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

						City of Lynchburg									
Route	Length	AADT	QA	4Tire	Bus	Truck- 2Axle 3+Axle 1T	 Гrail 2	 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg						2 0.00 0 7 0.00 1 1				i dotoi		1 40101			
~~				From:		SCL Lynchburg									
29 Wards Road	1.74	39000	G	91 <u>%</u>	0%		5%	0%	F	0.076	F	0.598	40000	G	2003
~				From:		Lynchburg Expressway	•								
L vnohburg Evnroseway	0.34	46000	N	91%	0%	Wards Rd 2% 1% 5	5%	0%	N	0.092	N	0.575	47000	N	2003
29 Lynchburg Expressway	0.34	46000	IN	91%	070	270 170 3	70	070	IN	0.092	IN	0.575	47000	IN	200
~~~				From:		Candler Mt Rd									
29 Lynchburg Expressway	1.37	46000	G	91%	0%	2% 1% 5	5%	0%	F	0.092	F	0.575	47000	G	200
<del>~</del>				From:		Odd Fellows Rd		-							
29 Lynchburg Expressway	1.46	45000	G	91%	0%	2% 1% 5	5%	0%	F	0.092	F	0.548	46000	G	200
				To:		Kemper Street									
29 Lynchburg Expressway	1.02	45000	G	91%	0%		5%	0%	F	0.093	F	0.521	46000	G	200
29) 2,			•		0,0		,,,		•	0.000	•	0.02		•	
	0.00	24000		From:	00/	Main Street	-0/	00/		0.000	_	0.500	25000		200
29 Lynchburg Expressway	0.22	34000	G	91% To:	0%		5%	0%	F	0.089	F	0.563	35000	G	200
						Amherst County Line									
Bus		4====	_	From:	601	US 29; US 501	20/	001	_	0.05-	_		400	_	
29) Wards Road	0.34	17000	G	98%	0%	1% 0% 0	)%	0%	F	0.083	F	0.557	18000	G	200
Pue				To: From:		SR 128 Candler Mtn Rd	i								
Bus 29 Wards Road	0.42	24000	G	98%	0%	1% 0% 0	)%	0%	F	0.085	F	0.557	25000	G	200
29)	J. 12	000	-	To:	5 /0	US 460 Bus, Fort Avenu		7,0	•	2.000	•	2.007	_0000	-	_00
Bus				From:		Wards Rd									
29 Fort Ave	1.19	23000	G	98%	0%	1% 0% 0	)%	0%	С	0.084	F	0.516	25000	G	200
<del>-</del>				To:		Memorial Ave									
Bus			_	From:		Fort Ave								_	
29) Memorial Ave	0.60	10000	G	95%	1%	2% 0% 1	1%	0%	С	0.082	F	0.605	11000	G	200
~				From:		Oakley Ave									
Bus Momorial Ava	0.47	14000	G	95%	1%	2% 0% 1	1%	0%	F	0.087	F	0.523	15000	G	200
29 Memorial Ave	0.47	14000	G	95 /6	1 /0	270 U70 I	1 /0	0 70		0.007	'	0.525	13000	G	200
Bus				From:		Park Ave									
29 Memorial Ave	0.33	13000	G	95%	1%	2% 0% 1	1%	0%	F	0.092	F	0.614	14000	G	200
20)				To:											
Bus				From:		Langhorne Rd									
29 5th Street	0.17	15000	G	95%	1%	2% 0% 1	۱%	0%	F	0.080	F	0.525	16000	G	200
~				To		Pollard St									
Bus 29 5th Street	0.00	4=000	_	From:	40/		10/	00/	_	0.00	_	0.04=	40000	0	000
29) 5th Street	0.26	15000	G	95%	1%	2% 0% 1	1%	0%	F	80.0	F	0.617	16000	G	200
Pue				To: From:		Pierce St									
Bus 29 5th Street	0.27	14000	G	97%	0%	1% 0% 1	1%	0%	F	0.083	F	0.614	15000	G	200
29) 51.1 51.150.	0.27		•	- 70	070		70		•	0.000	•	0.011	10000	Ü	
Bus				From:		Park Ave									
29 5th Street	0.38	18000	G	97%	0%	1% 0% 1	۱%	0%	F	0.087	F	0.763	19000	G	200
<del></del>				To:		Clay St									
Bus 29 5th Street				From:		-									
29 5th Street	0.57	15000	G	97 <u>%</u>	0%		l%	0%	С	0.086	F	0.617	16000	G	200
~				To:		Amherst County Line									
				From:		US 29 Bus Wards Rd									
₁₂₈ )Candler Mt Rd	0.29	19000	G	87%	4%		<b>!</b> %	0%	F	880.0	F	0.525	20000	G	200
				To:		US 501 Lynchburg Exp									
Canadian Min Di	0.40	20000	_	From:	40/	RT 501 W	20/	00/	_	0.005	_	0.540	20000	0	000
28 501 Candler Mtn Rd	0.40	36000	G	94%	1%		2%	0%	F	0.085	F	0.519	38000	G	200
				To: From:		RT 501 E US 501 Candlers Mt Rd	1	-+							
128 Mayflower Dr	1.30	8100	G	87%	4%		1  %	0%	С	0.094	F	0.503	8500	G	200
128 Ividyilowa Di	1.50	0100	3	O1 70	7/0		r /U	J /0	J	0.034	'	0.505	0000	J	200
			_	From:		Odd Fellows Rd					_				_
128 Mayflower Dr	1.48	2100	G	94%	2%		)%	0%	С	0.107	F	0.619	2200	G	200
<u> </u>				To:		US 501 Bus Campbell Av	ve	1							
~~				From:		WCL Lynchburg									
221 Lakeside Dr	0.53	23000	G	97%	0%	1% 0% 1	۱%	0%	С	0.092	F	0.552	24000	G	2003
·)				To:											

						City of Lynchi	ourg								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg								_							
~~~				From:		Lynchburg Expres								_	
(221) Lakeside Dr	0.94	16000	G	97%	0%	1% 0%	1%	0%	F	0.086	F	0.589	17000	G	2003
<u>~</u>				To: From:		Forest Brook F	₹d								
221 Lakeside Dr	1.52	14000	G	97%	0%	1% 0%	1%	0%	F	0.086	F	0.557	15000	G	2003
				To:		Old Et B	1	1							
221 Lakeside Dr	0.15	17000	G	From: 97%	0%	Old Forest Ro	1%	0%	F	0.083	F	0.554	18000	G	2003
221 Lakeside Dr	0.15	17000	G	97 76 To:	070		1 70	0%	Г	0.063	Г	0.554	10000	G	2003
				From-		Oakley Ave Lakeside Dr									
221 Oakley Ave	0.57	10000	G	97%	0%	1% 0%	1%	0%	F	0.085	F	0.605	11000	G	2003
221 Oakley Ave	0.01			To:	070	Bus US 29 Memori		- 70	•	0.000	•	0.000	11000	Ü	2000
				From:		Memorial Av									
221 Oakley Ave	0.24	8400	G	97%	0%	1% 0%	1%	0%	F	0.093	F	0.554	8900	G	2003
,				To:		Bus US 460 Fort									
				From:		Bus US 460 Oakle	y Ave								
221 Fort Ave	0.42	12000	G	95%	1%	2% 0%	1%	0%	F	NA			13000	G	2003
\searrow				To		118-6029 Fort A	110								
221 12th St	0.25	12000	N	95%	1%	2% 0%	1%	0%	N	NA			13000	N	2003
221 12th St	0.20	.2000	14	JJ /0				J /0	1.4	13/7			10000	1.4	2000
~~~				From:		Bus US 501 Campb									
221 12th Street	0.18	12000	G	95 <u>%</u>	1%	2% 0%	1%	0%	F	NA			13000	G	2003
<u></u>				To-		Kemper St									
~~~			_	From:		12th Street			_		_			_	
221 Kemper St	0.41	11000	G	92%	2%	4% 1%	2%	0%	С	0.083	F	0.604	12000	G	2003
<u> </u>				To:	U	JS 29 Lynchburg Exp	pressway								
				From:		SCL Lynchbur	rg								
460	1.13	28000	G	93%	0%	1% 1%	4%	0%	F	0.095	F	0.637	29000	G	2003
				To:		Condlar Mauntai	n D d								
	0.44	23000	G	93%	0%	Candler Mountain	4%	0%	F	0.099	F	0.626	24000	G	2003
(460)	0.44	20000	J	33 /0	070	170 170	770	070	'	0.000	•	0.020	24000	O	2000
~~~				From:		US 501									
(460)	2.36	25000	Α	93%	0%	1% 1%	4%	0%	С	0.106	Α	0.52	26000	Α	2003
<u> </u>				To		US 501 Campbell	l Ave	1							
(460) Richmond Hwy	1.46	23000	N	93%	0%	1% 1%	4%	0%	Ν	0.099	N	0.626	24000	N	2003
(460) (dominoria 1 wy	1.40	20000	.,	0070	0 70	170 170	770	070	.,	0.000	.,	0.020	24000		2000
~~~				From:		118-6078 Concord T									
(460) Richmond Hwy	1.12	25000	G	93 <u>%</u>	0%	1% 1%	4%	0%	F	0.087	F	0.532	26000	G	2003
<u></u>				To:		ECL Lynchbu	rg	J							
Bus				From:		WCL Lynchbu	ırg								
(460) Timberlake Rd	0.62	34000	G	98%	0%	1% 0%	1%	0%	С	0.083	F	0.554	35000	G	2003
				To:		Old Corres Mill	D.J								
Bus				From:		Old Graves Mill	Ка								
460 Timberlake Rd	1.14	25000	G	97%	0%	1% 0%	1%	0%	F	0.086	F	0.543	26000	G	2003
\hookrightarrow				To:		Leesville Rd	1								
Bus 460 Timberlake Rd				From:											
460 Timberlake Rd	0.37	33000	G	97%	0%	1% 0%	1%	0%	F	0.088	F	0.556	34000	G	2003
<u></u>				To:	IJ	S 501 Lynchburg Ex	nressway	1							
Bus	=	4665	_	From:					_	0.05-	_	0 = : =		_	
Fort Ave	1.15	19000	G	97%	0%	1% 0%	1%	0%	F	0.086	F	0.546	19000	G	2003
<u> </u>				To: From:		Bus US 29 Ward	s Rd]-							
Bus Bus Fort Ave	4.40	22000	_		00/			00/	^	0.004	_	0.540	25000	0	2000
460 29 Fort Ave	1.19	23000	G	98%	0%	1% 0%	0%	0%	С	0.084	F	0.516	25000	G	2003
Puo				From:		Bus US 29 Memori	ial Ave								
Bus Fort Avo	0.57	NA								NA			NA		
Fort Ave	0.57	INA								INA			NA		
Rue				From:		US 221 Oakley	Ave	}							
Bus 460 (221) Fort Ave	0.42	12000	G	95%	1%	2% 0%	1%	0%	F	NA			13000	G	2003
460 221 Fort Ave	0.42	12000	3	9J /0 				0 /0		14/4			13000	J	2003
Bus				From:		Bus US 501 Campb	ell Ave								
	0.18	12000	G	95%	1%	2% 0%	1%	0%	F	NA			13000	G	2003
460 221 12th Street	0.10	12000	J	95 76 To:	ı /0		1 /0	J /0	1	11/7			13000	J	2000
				10.		Kemper St									

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg				-											
Bus	0.44	44000	_	From:	00/	12th Street	00/	00/	_	0.000	_	0.004	40000	•	0000
460 221 Kemper St	0.41	11000	G	92%	2%	4% 1%	2%	0%	С	0.083	F	0.604	12000	G	2003
Bus Bus				To: From:	U	S 29 Lynchburg Expr	essway								
460 (501) Kemper St	0.34	12000	G	95%	1%	2% 1%	2%	0%	F	0.085	F	0.585	13000	G	2003
400 (301)				To:		Campbell Ave									
Bus Bus				From:		Kemper St									
460 (501 Campbell Ave	0.88	18000	G	95%	1%	2% 1%	2%	0%	С	0.151	F	0.729	19000	G	2003
				To: From:		Mayflower Dr									
Bus Bus Comphell Ave	0.48	18000	G	95%	1%	2% 1%	2%	0%	F	0.09	F	0.606	19000	G	2003
460 501 Campbell Ave	0.40	10000	G	95%	1 70	270 170	270	0%	Г	0.09	Г	0.000	19000	G	2003
Bus Bus				From:		Florida Ave									
460 501 Campbell Ave	0.23	19000	G	95%	1%	2% 1%	2%	0%	F	0.096	F	0.608	20000	G	2003
450 (601)				To:		US 460 Richmond I	łwy								
				From:		SCL Lynchburg									
501 Campbell Ave	0.99	15000	G	97%	0%	1% 0%	2%	0%	F	0.095	F	0.709	15000	G	2003
901) semipsem 1110	0.00			- F	0,0				•	0.000	•	000	.0000	•	
	2.26	25000		From:	00/	US 460	40/	00/		0.106	۸	0.50	26000	^	2001
501 (460)	2.36	25000	Α	93% To:	0%	1% 1%	4%	0%	С	0.106	Α	0.52	26000	Α	2003
				From:		US 501 US 460									
501	0.59	21000	G	94%	1%	2% 1%	2%	0%	F	0.092	F	0.601	22000	G	2003
301)				To:											
Canadian Min Da	0.40	2000		From:	40/	SR 128 Mayflower		-00/		0.005		0.540	20000		2000
Candler Mtn Rd	0.40	36000	G	94% To:	1%	2% 1%	2%	0%	F	0.085	F	0.519	38000	G	2003
				From:		S 29 Lynchburg Expr JS 29 LYNCHBURO									
501 29 Lynchburg Expres	0.34	46000	N	91%	0%	2% 1%	5%	0%	N	0.092	Ν	0.575	47000	N	2003
29 = 1.10112419 = 14110			••	- T	0,0				• •	0.002		0.0.0			
Lymphhyra Everency	1 51	40000	^	From:	10/	WARDS RD EXI		00/		0.107	г	0.604	42000		2001
501 Lynchburg Expressway	1.51	40000	G	94%	1%	2% 1%	2%	0%	С	0.107	F	0.681	42000	G	2003
				From:		Timberlake Rd									
501 Lynchburg Expressway	1.21	38000	G	94%	1%	2% 1%	2%	0%	F	0.089	F	0.514	40000	G	2003
				From:		Graves Mill Rd									
501 Lynchburg Expressway	1.24	30000	G	94%	1%	2% 1%	2%	0%	F	0.088	F	0.505	32000	G	2003
				To:		Lakeside Dr									
501 Lynchburg Expressway	1.54	12000	G	92%	1%	3% 1%	3%	0%	С	0.085	F	0.545	13000	G	2003
501 Eyricibaly Expressway	1.04	12000	·	JZ /0	1 /0	370 170	3 70	070	O	0.000	•	0.545	10000	O	2000
~~ <u>-</u>				From:		Wiggington Rd									
501 Lnchburg Expressway	1.86	12000	G	92% To:	1%	3% 1%	3%	0%	F	0.086	F	0.679	12000	G	2003
				From:		Boonsboro Rd Lynchburg Express	1/91/								
501 Boonsboro Rd	1.80	9300	G	94%	0%	2% 0%	3%	0%	С	0.092	F	0.602	9800	G	2003
301) = 301102010 114				To:	0,0	WCL Lynchburg		070		0.002	•	0.002	0000	•	
Due				From:		US 460	,	1							
Bus 501 (Campbell Ave	0.23	19000	G	95%	1%	2% 1%	2%	0%	F	0.096	F	0.608	20000	G	2003
501 Campbell Ave	0.20	13000	·	3370	1 /0		2 /0	070	•	0.000	•	0.000	20000	O	2000
Bus				From:		Florida Ave									
501 Campbell Ave	0.48	18000	G	95%	1%	2% 1%	2%	0%	F	0.09	F	0.606	19000	G	2003
				To-		Mayflower Dr									
Bus				From:							_			_	
501 Campbell Ave	0.88	18000	G	95%	1%	2% 1%	2%	0%	С	0.151	F	0.729	19000	G	2003
D.:-				To: From:		Kemper St									
Bus 501 (Kemper St	0.34	12000	G	95%	1%	Campbell Ave 2% 1%	2%	0%	F	0.085	F	0.585	13000	G	2003
Kemper St	0.54	12000	G	95% To:	1 /0	Lynchburg Express		U /0	1,	0.000	-	0.505	13000	J	2003
Bus				From:		US 221	way								
501 221 Kemper St	0.41	11000	G	92%	2%	4% 1%	2%	0%	С	0.083	F	0.604	12000	G	2003
551)(221)	•			To		12TH STREET			~					-	
Bus				From:		118-6027; 118-60	31								
	0.40	42000	G	95%	1%	20/ 00/	10/	0%	F	NA			13000	G	2003
501 (221) 12th Street	0.18	12000	G	90/0	1 70	2% 0%	1%	0 /0		INA			13000	_	

						City of Lynchb	urg								
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg															
Bus			_	From:	101	Fort Ave	201	201	_		_				
501 Campbell Ave	0.23	9300	G	98%	1%	1% 0%	0%	0%	F	0.093	F	0.675	9900	G	2003
Bus				To: From:		Park Ave									
501 Langhorne Rd	0.27	9900	G	98%	1%	1% 0%	0%	0%	F	0.086	F	0.671	11000	G	2003
~				To:		Memorial Ave	,								
Bus I angherne Dd	0.20	20000	•	From:	10/			00/	_	0.004	_	0.522	21000	0	2002
501 Langhorne Rd	0.29	20000	G	98%	1%	1% 0%	0%	0%	F	0.084	F	0.533	21000	G	2003
Bus				From:		Murrell Rd									
501 Langhorne Rd	1.06	16000	G	98%	1%	1% 0%	0%	0%	С	0.084	F	0.688	17000	G	2003
				To:		Hill St									
Bus Langharna Dd	0.47	42000	G	From:	1%		00/	00/	_	0.006	F	0.046	12000	0	2002
501 Langhorne Rd	0.47	12000	G	98%	170	1% 0%	0%	0%	F	0.096	Г	0.846	13000	G	2003
Bus				From:		Cranehill Dr		-							
501 Langhorne Rd	1.37	9500	G	95%	1%	2% 0%	1%	0%	С	0.084	F	0.539	10000	G	2003
				To:		Rivermont Terra	nce								
Bus	0.05	F700	_	From:	407	Langhorne Rd		001	_	0.00=	_	0.500	0400	_	0000
501 Rivermont Terrace	0.25	5700	G	95% To:	1%	2% 0%	1%	0%	F	0.095	F	0.582	6100	G	2003
Bus				From:		Rivermont Ave									
501 Rivermont Ave	0.44	18000	G	97%	0%	1% 0%	1%	0%	F	0.091	F	0.600	19000	G	2003
301)				To											
Bus				From:		Link Rd									
501 Boonsboro Rd	0.76	14000	G	97%	0%	1% 0%	1%	0%	F	0.096	F	0.636	15000	G	2003
- Dun				To-		Trents Ferry R	d	-							
Bus 501 Boonsboro Rd	1.75	12000	G	97%	0%	1% 0%	1%	0%	С	0.086	F	0.542	13000	G	2003
301) Boones or or ra	1.70	.2000	•	To:	070	Lynchburg Express			Ū	0.000	·	0.012	10000	Ŭ	2000
				From:		Long Meadow I		1							
1 Pawnee Dr	0.86	240	G	81%	5%	13% 1%	0%	0%	F	0.162	F	0.506	260	G	2003
				To:		Sandusky Dr									
				From:		Church St		i							
2 9th Street	0.18	1100	G	81%	5%	13% 1%	0%	0%	С	0.111	F	0.541	1100	G	2003
2				To:		Jefferson St									
				From:		Del Ray Circle	e								
3 Alta Lane	0.85	1600	G	98%	1%	1% 0%	0%	0%	С	0.107	F	0.57	1700	G	2003
				To:		Wards Rd									
				From:		Leesville Rd									
4 Del Ray Circle	0.16	NA								NA			NA		
				To:		Alta lane									
				From:		Park Ave									
5 8th Street	0.59	1600	G	95%	1%	3% 0%	0%	0%	С	0.093	F	0.544	1700	G	2003
				To:		Court St									
				From:	C	1US 501 Rivermont	Terrace								
6 Langhorne Rd	0.16	NA								NA			NA		
				To:		Villa Rd									
Villa Dd	0.10	NIA		From:		Langhorne Rd				NIA			NIA		
6 Villa Rd	0.12	NA		To:		Rivermont Av		1		NA			NA		
7 Long Meadow Dr	0.73	NA		From:		CBUS 460 Fort A	Ave			NA			NA		
7 Long Meadow Dr	0.73	INA		To:		Pawnee Dr				NA			NA		
8 Sussex St	0.70	AIA		From:		Perrymont Ave	e			NΙΛ			NIA		
8 Sussex St	0.79	NA		To:		Langhorne Rd				NA			NA		
Liniversity Divel	0.40	NIA		From:	E	ntrance to Liberty U	niversity			NIA			NIA		
9 University Blvd	0.42	NA		To		Candlers Mountain	n D.d			NA			NA		
						Candiers Mountain	ıı Kü								

						City of Lyrichib	ury								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg				From:		24772 204									
O001) V E S Road	0.92	NA		From:		C1US 501				NA			NA		
V E S Road	0.52	IVA		To:		Williams Rd				INA			IVA		
				From:		Boonsboro Ro	1	Ī							
6002 Trents Ferry Rd	1.88	1500	G	95%	1%	4% 0%	0%	0%	С	0.091	F	0.564	1600	G	2003
\bigcup				To:		Bedford County I	ine								
_				From:		Old Forest Rd									
6003) Link Rd	0.78	8200	G	97%	1%	2% 0%	0%	0%	F	0.09	F	0.610	8700	G	2003
				To: From:		Cranehill Dr Cranehill Rd									
6003) Link Rd	1.32	7100	G	97%	1%	2% 0%	0%	0%	С	0.090	F	0.512	7500	G	2003
				To:		Rivermont Av	e								
				From:		Old Forest Rd									
Wiggington Rd	1.04	4200	G	96%	1%	2% 1%	0%	0%	F	0.116	F	0.584	4500	G	2003
				To: From:		Lynchburg Exp)								
Wiggington Rd	0.76	3300	G	96%	1%	2% 1%	0%	0%	С	0.102	F	0.813	3500	G	2003
				To		Chadwick Dr		- 1							
Wiggington Rd	1.82	1200	G	96%	1%	2% 1%	0%	0%	F	0.102	F	0.573	1300	G	2003
				To:		Hawkins Mill R									
Llouding Mill Dd	0.26	4600	•	From:	10/	Wiggington Ro	0%	00/		0.400	_	0.656	1700	0	2002
Hawkins Mill Rd	0.36	1600	G	95% To:	1%	2% 1% Coffee Rd	0%	0%	C	0.128	F	0.656	1700	G	2003
				From:		Hawkins Mill R	ld								
G004) Coffee Rd	1.22	1900	G	95%	1%	2% 1%	0%	0%	F	0.119	F	0.627	2000	G	2003
				To:		Boonsboro Ro									
$\widehat{}$				From:		US 460 Bus Fort									
Graves Mill Rd	0.60	5500	G	96%	1%	2% 0%	1%	0%	F	0.102	F	0.635	5800	G	2003
<u> </u>				To: From:		Old Mill Rd									
Graves Mill Rd	0.66	4400	G	96%	1%	2% 0%	1%	0%	F	0.106	F	0.614	4600	G	2003
<u> </u>				To- From:		Nationwide D	r								
Graves Mill Rd	0.27	7400	G	96%	1%	2% 0%	1%	0%	F	0.102	F	0.705	7800	G	2003
				To: From:	U	S 501 Lynchburg Ex	pressway								
Graves Mill Rd	0.18	22000	G	96%	1%	2% 0%	1%	0%	С	0.091	F	0.522	24000	G	2003
				To: From:		Old Graves Mill	Rd								
Graves Mill Rd	1.04	18000	G	96%	1%	2% 0%	1%	0%	F	0.093	F	0.509	19000	G	2003
				To:		WCL Lynchburg 09	-1425								
				From:		Pearl St									
Church St	0.30	4100	G	98%	0%	1% 0%	1%	0%	С	0.116	F		4300	G	2003
<u> </u>				To: From:		11Th St									
6012 Church St	0.40	6200	G	96%	1%	2% 0%	1%	0%	F	0.094	F		6600	G	2003
				To: From:		5Th St									
Rivermont Ave	0.90	16000	G	96%	1%	2% 0%	1%	0%	С	0.089	F	0.601	16000	G	2003
				To: From:		Bedford Ave E I									
6012) Bedford Ave	0.96	4900	G	94%	1%	Rivermont Ave E	2%	0%	С	0.093	F	0.506	5200	G	2003
Bedford Ave	0.00	4000	Ū	To:	170	Rivermont Ave W		070		0.000	•	0.000	0200	Ü	2000
				From:		Bedford Ave W									
Rivermont Ave	1.01	16000	G	94%	1%	3% 0%	2%	0%	F	0.092	F	0.55	17000	G	2003
				To		Rivermont Terra				_					
		0000		From:	101	Bedford Ave W		001		0.000	_	0.740	0500		0000
Rivermont Ave	1.11	9000	G	94% To:	1%	3% 0%	2%	0%	F	0.096	F	0.716	9500	G	2003
						Bedford Ave E	III								
Holling Mill Dd	1 10	3500	•	From:	10/	Bedford Ave	20/	00/	_	0.003	Е	0.707	2700	C	2002
Hollins Mill Rd	1.16	3500	G	94%	1%	3% 0%	2%	0%	F	0.093	F	0.707	3700	G	2003
C Federal 21	0.40	4000		From:	40/	Hollins St	001	00/	-	0.000	_	0.500	4000		0000
6022 Federal St	0.40	4300	G	94%	1%	3% 0%	2%	0%	F	0.088	F	0.539	4600	G	2003
				To:		5Th St		!							

						City of Lyrichbu									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg				-											
Murrell Rd	0.37	8100	G	94%	1%	Lakeside Dr 3% 0%	2%	0%	F	0.093	F	0.711	8500	G	2003
Murrell Rd	0.37	0100	G	94 /0	1 /0	Langhorne Rd	Z /0	0 /6	•	0.093	'	0.711	0300	G	2003
				From:				1							
6027 12th Street	0.80	5700	G	96%	1%	Kemper St 2% 0%	1%	0%	F	0.095	F	0.647	6000	G	2003
6027 12th Street	0.00	3700	G	90 /6	1 /0	270 070	1 /0	0 76		0.095		0.047	0000	G	2003
O				From:		Clay St.					_				
6027) 12th Street	0.25	5400	G	96%	1%	2% 0%	1%	0%	F	0.096	F	0.517	5700	G	2003
				To:		Commerce St.									
\bigcirc				From:		5Th St									
6028 Commerce St	0.33	5700	G	96%	1%	2% 0%	1%	0%	F	0.111	F	0.634	6000	G	2003
				To: From:		10Th St									
6028) Commerce St	0.30	3700	G	96%	1%	2% 0%	1%	0%	F	0.134	F	0.708	3900	G	2003
				To:		Main St									
				From:		Wadsworth Ave	;								
6029) Fort Ave	0.43	6700	G	96%	1%	2% 0%	1%	0%	F	0.08	F	0.549	7100	G	2003
50259				To:											
Park Ava	0.28	8800	G	From: 96%	1%	Kemper St 2% 0%	10/	0%	F	0.077	F	0.554	9300	G	2003
6029 Park Ave	0.20	0000	G	90%	1 70	2% 0%	1%	076	F	0.077	Г	0.554	9300	G	2003
				To: From:		9Th St									
6029) Park Ave	0.36	6500	G	96 <u>%</u>	1%	2% 0%	1%	0%	F	0.078	F	0.515	6900	G	2003
<u> </u>				To:		5Th St									
_				From:		Oakley Ave									
6031) Lakeside Dr	0.41	12000	G	96%	1%	2% 0%	1%	0%	F	0.09	F	0.699	13000	G	2003
				To:		Murrell Rd									
6031) Lakeside Dr	0.34	5900	G	96%	1%	2% 0%	1%	0%	С	0.092	F	0.534	6300	G	2003
0031) ====================================			_				.,,		_		-			_	
Dark Ava	0.36	7400		From: 86%	1%	Memorial Ave	0%	0%	F	0.091	F	0.566	7800	G	2003
6031 Park Ave	0.30	7400	G	00 70 To:	1 70		0%	0%	F	0.091	Г	0.500	7000	G	2003
				From:		Langhorne Rd C1US 501									
6031) Park Ave	0.35	NA				0100001				NA			NA		
0031)				To-		US 221; 118-6027:12	Th St								
				From:				1							
6032) Main St	0.25	3400	G	86%	1%	Florida Ave 12% 0%	0%	0%	F	0.1	F	0.527	3600	G	2003
6032) Main St	0.20	3400	J	To:	1 /0	Lynchburg Express		070		0.1		0.521	3000	O	2000
				From:		Lynchburg Exp	way								
6032) Main St	0.28	9400	G	86%	1%	12% 0%	0%	0%	F	0.104	F	0.533	10000	G	2003
				To:		12Th C+									
6032) Main St	0.55	6900	G	From: 86%	1%	12Th St 12% 0%	0%	0%	F	0.098	F		7300	G	2003
₆₀₃₂ Main St	0.55	0300	J	To:	1 /0	5Th St	0 70	070		0.000	'		7000	O	2000
				From:				1							
6033 Florida Ave	1 22	4200	G	86%	1%	Campbell Ave	0%	0%	С	0.107	F	0.564	4500	G	2003
6033 Florida Ave	1.28	4300	G	00%	1 70	12% 0%	0%	076	C	0.107	Г	0.304	4300	G	2003
				From:		Augusta St									
6033) Florida Ave	0.88	3700	G	86%	1%	12% 0%	0%	0%	F	0.102	F	0.683	4000	G	2003
				To:		Main St									
_				From:		Florida Ave									
6034) Martin St	0.58	1400	G	86%	1%	12% 0%	0%	0%	F	0.091	F		1500	G	2003
				To-		ECL Lynchburg	;								
				From:		SCL Lynchburg		1							
6035) Candler Mtn Rd	1.09	2700	G			, <u></u>				0.099	F	0.727	2900	G	2003
				To:	_	Fig. 100 100 7	TD 007								
Condiar Mtn Dd	0.74	15000		From:	F	tamp From US 460; I	K 906			0.004	г	0.746	16000		2002
6035 Candler Mtn Rd	0.74	15000	G	To		CD 120, M	Duiz vo			0.094	F	0.716	16000	G	2003
						SR 128; Mayflower l	JIIVE								
			_	From:		5Th St			_	-	_				
/\ Clay St	0.50	1900	G	95%	0%	4% 1%	(10/	mu/_	С	0.1	F	0.693	2000	G	2003
(6036) Clay St	0.50	1300	•	To:	• , ,	12Th St	0%	0%	O	0.1		0.000	2000	•	_000

Route															
	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg															
O 0 01			_	From:	407	12Th St	101	201			_		= 400	_	
6036 Grace St	0.88	4800	G	95%	1%	3% 0%	1%	0%	С	0.099	F	0.598	5100	G	2003
						Florida Ave									
O 01 11 D	0.00	4=00	_	From:	40/	Wythe St	40/	00/	_	0.000	_	0.554	5000	0	0000
6037 Stadium Dr	0.38	4700	G	95%	1%	3% 0%	1%	0%	F	0.098	F	0.554	5000	G	2003
				To:		Carroll Ave									
<u> </u>			_	From:		Fort Ave								_	
6038) Wythe St	0.27	7700	G	93%	2%	3% 1%	1%	0%	С	0.098	F	0.547	8200	G	2003
				To:		Stadium Dr									
				From:		Stadium Dr									
₆₀₄₀) James St	0.22	4000	G	95%	2%	2% 1%	1%	0%	С	0.096	F	0.553	4200	G	2003
				To:		Carroll Ave									
				From:		Langhorne Rd									
6042 Cranehill Dr	1.04	2300	G	98%	1%	1% 0%	0%	0%	С	0.147	F	0.839	2400	G	2003
				To:		Link Rd									
				From:		US 501 NW Express	sway								
6044) Old Forest Rd	0.94	20000	G	98%	1%	1% 0%	0%	0%	F	0.093	F	0.501	21000	G	2003
				To		Forrest Brook Ro	1	L							
6044) Old Forest Rd	0.45	20000	G	98%	1%	1% 1%	0%	0%	С	0.089	F	0.535	21000	G	2003
0.27 0.000110	0.40		•		. 70		3,0	370	9	2.000	•	2.000		•	_500
045 (5)		45000		From	401	Link Rd	001		_	0.000	_	0.545	40000		
Old Forest Rd	0.21	15000	G	98%	1%	1% 1%	0%	0%	F	0.093	F	0.547	16000	G	2003
				To: From:		Linkhome Dr									
6044) Old Forest Rd	1.61	10000	G	98%	1%	1% 1%	0%	0%	F	0.099	F	0.658	11000	G	2003
				To:		Lakeside Dr									
				From:		Oakdale Dr		Ī							
6045) Greenwood Dr	0.38	3800	G	97%	1%	1% 0%	0%	0%	С	0.116	F	0.68	4100	G	2003
30-10				To:											
Thomas Dr	0.71	4900	G	From: 97%	1%	Perrymont Ave	0%	0%	F	0.125	F	0.565	5200	G	2003
Thomas Dr	0.71	4900	G	97%	170	1% 0%	U%	0%	Г	0.125	Г	0.565	5200	G	2003
$\overline{}$				From:		Langhorne Ln									
6045) Richmond Rd	0.35	4800	G	97%	1%	1% 1%	0%	0%	С	0.098	F	0.61	5100	G	2003
<u> </u>				To:		Oakley Ave									
				From:		Greenwood Dr									
6046) Sandusky Dr	0.77	3500	G	98%	1%	1% 0%	0%	0%	С	0.112	F	0.527	3700	G	2003
				To		Pawnee Dr									
6046) Sandusky Dr	0.49	4900	G	97%	1%	1% 0%	0%	0%	С	0.099	F	0.566	5200	G	2003
6046) Garidadity Br	0.10		•	To:	170	Fort Ave	0 70	7,0	Ŭ	0.000	•	0.000	0200	Ü	2000
				From:		US 29 Bus Fort A	170								
6048) Perrymont Ave	0.84	3800	G	97%	1%	2% 0%	ve 0%	0%	С	0.12	F	0.567	4000	G	2003
Perrymont Ave	0.04	3000	3	97 70 To:	1 /0	Greenwood Dr	U /0	U /0	O	0.12		0.507	7000	J	2003
Odd 5-11 Dd	0.00	0700	_	From:	00/	Lynchburg Expressy		00/	_	0.000	_	0.050	0000	_	0000
6050 Odd Fellows Rd	0.60	8700	G	83%	2%	6% 2%	7%	0%	F	0.096	F	0.653	9200	G	2003
				To: From:		Mayflower Dr									
0050 Odd Fellows Rd	0.67	850	G	83%	2%	6% 2%	7%	0%	С	0.108	F	0.808	900	G	2003
\smile				To:		Dead End									
				From:		12Th St									
6052) Campbell Ave	0.33	7800	G	96%	1%	3% 1%	1%	0%	С	0.089	F	0.559	8300	G	2003
				To											
6052) Campbell Ave	0.41	7900	G	From: 96%	1%	17Th St 3% 1%	1%	0%	F	0.093	F	0.561	8400	G	2003
Campbell Ave	0.41	1 300	G	96% To:	1 70		1 70	U 70	۲	0.093	Г	0.501	0400	J	2003
						Kemper St									
_		4-4-	_	From:		us 460 Fenwick & She			_	6.1	_			_	
() - · · · -	0.96	4500	G	94%	1%	3% 1%	1%	0%	F	0.1	F	0.6	4800	G	2003
6054) Fenwick Dr				To-		C'Dyra 20 Words D									
Fenwick Dr						CBus 29 Wards R									
				From:		WCL Lynchburg									
Fenwick Dr 6056) Greenview Dr	1.29	12000	G		1%			0%	С	0.084	F	0.537	12000	G	2003

						City of Lynchbi									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Lynchburg															
				From:		SCL Lynchburg									
6066) Leesville Rd	1.14	7400	G	98%	1%	1% 0%	0%	0%	F	0.096	F	0.524	7900	G	2003
				To		North St									
6066 Leesville Rd	1.15	8600	G	From: 98%	1%	1% 0%	0%	0%	С	0.091	F	0.571	9200	G	2003
Leesville Rd	1.13	0000	G	70 /0	1 /0			0 70	C	0.091	1	0.57 1	9200	G	2000
						Timberlake Rd									
				From:		CBusUS 460 Logans	Lane								
6070) Wards Ferry Road	1.29	7000	G	98%	0%	1% 0%	0%	0%	F	0.097	F	0.554	7600	G	2003
,															
$\widehat{}$				From:		Harvard St									
(3070) Wards Ferry Road	1.06	5700	G	98%	0%	1% 0%	0%	0%	С	0.111	F	0.618	6200	G	2003
				To:		US 29; Wards R	.d								
				From:		Wonda Farmy De	1								
11	0.00	070	_		40/	Wards Ferry Ro		00/	_	0.400	_	0.004	000	_	0000
Harvard St	0.08	270	G	94%	1%	3% 1%	1%	0%	F	0.128	F	0.894	280	G	2003
<u> </u>				To:		College Park D	r								
				From:		Timberlake Rd									
Old Graves Mill Rd	1.70	11000	G	94%	1%	3% 1%	1%	0%	С	0.086	F	0.621	12000	G	2003
Old Graves Mill Rd	1.70	. 1000	-	94 /0 To:	1 /0			J /0	0	0.000	•	0.021	12000	<u> </u>	2000
						Graves Mill Ro	ı								
_				From:		Graves Mill Ro	l								
Mcconville Rd	1.80	3700	G	97%	1%	1% 0%	0%	0%	С	0.108	F	0.557	4000	G	2003
				To:		Wyndale Dr	-								
				From:		McConville Ro	1								
Wyndale Dr	0.24	3600	G	97%	1%	1% 1%	0%	0%	С	0.096	F	0.58	3800	G	2003
50/3) VV yridale Di	0.24	3000	G	To:	1 /0		0 70	0 70	C	0.030	•	0.50	3000	O	2000
						Lakeside Dr									
				From:		Link Rd									
Evergreen Rd	0.33	2600	G	98%	1%	1% 0%	0%	0%	С	0.106	F	0.697	2700	G	2003
				To:		Indian Hill Rd									
				From:		Evergreen Rd									
ndian Hill Rd	0.98	2300	G	98%	1%	1% 0%	0%	0%	F	0.105	F	0.536	2400	G	2003
1074 Indian Hill Rd	0.90	2300	G		1 /0			0 /0	•	0.103	1	0.550	2400	G	2000
				To: From:		Burnt Bridge Ro	d .	-							
O = = .			_	<u> </u>	407	Indian Hill Rd	201	20/	_		_		4000	_	
Burnt Bridge Rd	0.97	1800	G	98 <u>%</u>	1%	1% 0%	0%	0%	С	0.120	F	0.635	1900	G	2003
				To:		Boonsboro Rd									
				From:		Richmond St									
Langhome Lane	0.34	3300	G	97%	1%	2% 0%	0%	0%	С	0.111	F	0.5	3500	G	2003
Langhome Lane	0.54	3300	G	To:	1 /0		0 70	0 70	C	0.111	•	0.5	3300	O	2000
				From:		Eldon St									
<u> </u>			_		407	Langhorne Ln	201	201	_		_			_	
Eldon St	0.07	3400	G	97 <u>%</u>	1%	2% 0%	0%	0%	F	0.104	F	0.505	3700	G	2003
				To:		Memorial Ave									
				From:		Old Forest Rd									
Linkharna Dd	0.50	EEOO	_		10/		00/	00/	_	0.006	_	0.525	5000	0	2001
6076 Linkhorne Rd	0.59	5500	G	97%	1%	2% 0%	0%	0%	F	0.096	F	0.535	5800	G	2003
				To:		Cranehill Dr									
				From:		7Th St									
Jefferson St	0.41	1800	G	97%	1%	2% 0%	0%	0%	F	0.112	F	0.531	1900	G	200
3077) 33.1.3.33.1.31	• • • • • • • • • • • • • • • • • • • •		_	To:	.,,	Concord Tnpk	0,0		•	···-	•	0.00		•	
_				From:		Main St									
6078) Washington St	0.11	1200	G	91%	1%	3% 3%	2%	0%	F	0.11	F	0.647	1200	G	2003
\mathcal{O}				To:		T.00 C:									
O 0 1 1	4 00	0.400	_	From:	101	Jefferson St	001	001	_	0.444	_	0.50:	0000		000
Concord Tnpk	1.66	3400	G	91%	1%	3% 3%	2%	0%	F	0.111	F	0.501	3600	G	2003
				To:		Rockwell Rd									
Concord Tnpk	1.07	3400	G	91%	1%	3% 3%	2%	0%	С	0.100	F	0.507	3600	G	2003
Concord Tnpk	1.07	3400	G		1 70		∠ 7/0	070	C	0.109	Г	0.587	3000	G	2003
<u></u>				To:		US 460									
				From:		12Th St									
6080) Court St	0.50	1600	G	91%	1%	3% 3%	2%	0%	F	0.105	F	0.519	1700	G	2003
50007 50071 51	0.00	.000	•	To:	1 /0		2 /0	3,0	•	5.100	•	0.010	1700	J	2000
						5Th St									
				From:		Lakeside Dr									
6081) Forest Brook Rd	0.92	3400	G	96%	1%	1% 1%	1%	0%	С	0.106	F	0.580	3600	G	2003
00011	· · · · -		_		. , ,		. , ,	- / -	_		•			_	
				To:		Old Forest Rd									

						City of Lyrichbu	ıı y								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ity of Lynchburg				P											
082) Hill St	0.58	4000	G	97%	1%	Old ForestT Rd 2% 0%	0%	0%	F	0.101	F	0.726	4300	G	2003
082) 1 1111 3t	0.50	4000	G	Tn·	1 /0	Langhorne Rd	0 70	070	'	0.101	'	0.720	4300	O	2000
				From:		Fort Ave		ĺ							
083) Edgewood Ave	0.73	2200	G	97%	1%	2% 0%	0%	0%	С	0.095	F	0.533	2300	G	2003
				To:		Wards Rd									
				From:		Wise St									
4th Street		50	G							0.140	F		60	G	2003
				To:		Monroe St									
0		500	•	From:		York St				0.000	_		000	0	000
Caroline St		590	G	To:		Chambers St		1		0.093	F		620	G	2003
				From:		Caroline St		l I							
Chambers St		1000	G			Caronne St				0.083	F		1100	G	200
				To:		2Nd St				0.000	•		1100	Ŭ	
				From:		Morningside Dr									
Clayton Ave		640	G	B						0.176	F		680	G	200
				To:		Spottswood Pl									
				From:		Berkley Pl									
Danridge Dr		1500	G							0.101	F		1600	G	200
				To-		Craigmont Dr									
				From:		Maryland Ave								_	
Fairview Ave		470	G	т		N. 1.10:		1		0.102	F		500	G	200
				To:		Mackel St									
Fleetwood Dr		1100	G	From:		Ridgeway Dr				0.098	F		1100	G	200
Fleetwood Di		1100	G	To:		Hillwood Dr		1		0.096	Г		1100	G	200
				From:		Campbell Ave									
Georgia Ave		400	G			Campoen Ave				0.094	F		420	G	200
gran gran no				To:		Nevada Ave					-				
				From:		Glen Oak Ln									
Gorman Dr		430	G	<u></u>						0.103	F		450	G	200
				To:		Northwood Cir									
				From:		Montgomery Rd									
Hawthorne Rd		160	G							0.141	F		170	G	200
				To:		Woodcrest Dr									
				From:		Rhonda Dr									
Hayes Dr		140	G	To:						0.106	F		140	G	200
						Crawford Dr									
John Scott Dr		420	G	97%	2%	Old Trents Ferry I	<u>≀d</u> 0%	00/	С	0.124	F		450	0	200
JOHN SCOULDI		420	G	97 % To:	270	Dead End	0%	0%	C	0.134	Г		450	G	200
				From:		Mosby Ave		I							
Leyburn Ave		290	G			Wiosby Ave				0.081	F		310	G	200
20,00				To:		Sackett St				0.00.	•		0.0		_00
				From:		Bell Tavern Rd		Ī							
Locksview Dr		890	G			Den Tuveni ita				0.111	F		950	G	200
				To		Norvell House C	t								
				From:		Craig St									
Maryland Ave		310	G							0.1	F		330	G	200
				To:		Fairview Ave									
				From:		ClarkE St									
McKinney Ave		430	G		-					0.083	F		460	G	200
				To:		Dodd St]							
	-		_	From:		Burnt Bridge Ro					_	-			
Mimosa Dr		660	G	_{7.}		***				0.107	F		700	G	200
				To:		Woodcrest Dr									

				City of Lyfichia	urg								
Length	AADT	QA	4Tire	BUS			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
		_	From:	McGuffey Ln	<u>l</u>			0.404	_			_	0000
	520	G	т.,	XX7 1.1				0.191	F		550	G	2003
			""										
		_	From:	Westview Dr					_			_	
	670	G	. —					0.112	F		710	G	2003
			From:	Oakridge Blvo	1							_	
	420	G	. —					0.119	F		450	G	2003
			Io:										
			From:	McKinney Av	e								
	440	G						0.126	F		460	G	2003
			To:	Radcliffe Ave)								
			From:	Hillcrest Rd									
	3200	G						0.089	F		3300	G	2003
			To:	2Nd St									
			From:	Tremont St									
	140	G						0.107	F		150	G	2003
			To:	Fort Ave									
			From:	Rhonda Dr									
	420	G						0.133	F		440	G	2003
			To:	Apache Ln									
			From:	Campbell Ave	e								
	320	G						0.117	F		340	G	2003
			To:	Nevada Ave									
			From:	Wingfield Ave	e								
	200	G	<u> </u>	· ·				0.088	F		220	G	2003
			To:	Perry Ave									
	Length	140 420 320	520 G 670 G 420 G 440 G 3200 G 440 G 3200 G 3200 G	520 G To From 670 G To From 420 G To From 3200 G To From 440 G To From 440 G To From 570 G From 780 G To From 780 G To From 780 G To From 780 G From 780 G	Length AADT QA 4Tire Bus Bus 2Axle 3+Axle	Campbell AADI Campbell Ave Cam	Length AADT QA 4Tire Bus	Length AADT QA 4Tire Bus Truck 2Axle 3+Axle 1Trail 2Trail QC	Length AADT QA 4Tire Bus Caxle 3+Axle 1Trail 2Trail QC Factor	Length AADT AADT AADT AADT AADT Bus CAXe 3+Axle 1Trail 2Trail CAXe 3+Axle 1Trail CAXe 3+Axle 1Trail 2Trail CAXe 3+Axle 1Trail CAXe 3+Axle 1Trai	Madd Madd	Length AADT AADT AADT AADT AADT Bus	Length AADT AADT QA 4Tire Bus